

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
COURTS  
Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,

with which is incorporated the  
CHINA OVERLAND TRADE REPORT,  
Subscriptions paid in advance, \$12  
annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857.

JUBILEE ISSUE

THE  
 DIRECTORY & CHRONICLE  
 FOR 1907.  
 Complete Edition \$10.00  
 Small 6.00  
 Orders may be sent to the  
 Hongkong Daily Press Office, and  
 to the Local Booksellers.

No. 15,432. 號二十三百四千五萬一第 日四十二月八三十三年光 HONGKONG, TUESDAY, OCTOBER 1ST, 1907. 二年九月十日七百九十一萬九千一英華者 PRICE, \$3 PER MONTH.

WATSON'S  
FRUIT SYRUPS  
Prepared from GENUINE FRUIT  
Juices Make

DELIGHTFUL COOLING  
DRINKS.

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.  
1005

BEEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
Casks 375 lbs. net \$4.50 per cask ex Factory  
Bags 250 lbs. net \$2.70 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 3rd October, 1907. 1046

AUTOMATIC BROWNING  
POCKET PISTOLS.  
CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSSSEN & CO.  
Hongkong, 6th March, 1907. 46

AUTOMATIC MAUSER  
PISTOLS.  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
CARLOWITZ & CO. Agents.  
Hongkong, 13th March, 1907. 575

A LING & CO.  
16, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS  
STORE.  
Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken  
Hongkong, 31st July, 1907. 778-128

REDUCED PRICES

asman's No. 3, F.P.K. Film 12 Exps \$1.00  
" 3 " 6 " 80  
" 3 " 10 " 1.60  
" 3 " 6 " 90  
" 2, B.E.K. " 12 " 1.40  
" 2 " 6 " 70  
Prices of other sizes of films are very  
moderate.  
Developing and Printing for Amateurs  
skillfully and promptly undertaken.  
A. TACK & CO.,  
Furniture Manufacturers & Photo  
Goods Store,  
66, Des Voeux Road.  
Hongkong, 2nd September, 1907. 1437

PEAK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE.  
WEEK DAYS.  
9.30 a.m. ... Every 10 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 10 minutes  
12.00 p.m. ... Every 15 minutes  
12.30 p.m. ... Every 10 minutes  
1.00 p.m. ... Every 15 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 10 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 10 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 10 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
SUNDAYS.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes  
12.00 Noon ... Every 15 minutes  
1.00 p.m. ... Every 10 minutes  
1.30 p.m. ... Every 15 minutes  
2.00 p.m. ... Every 15 minutes  
2.30 p.m. ... Every 15 minutes  
3.00 p.m. ... Every 15 minutes  
3.30 p.m. ... Every 15 minutes  
4.00 p.m. ... Every 15 minutes  
4.30 p.m. ... Every 15 minutes  
5.00 p.m. ... Every 15 minutes  
5.30 p.m. ... Every 15 minutes  
6.00 p.m. ... Every 15 minutes  
6.30 p.m. ... Every 15 minutes  
7.00 p.m. ... Every 15 minutes  
8.00 p.m. ... Every 10 minutes  
8.30 p.m. ... Every 15 minutes  
9.00 p.m. ... Every 10 minutes  
9.30 p.m. ... Every 15 minutes  
NIGHT CARS.  
45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 15 minutes.  
SUNDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.

9.00 a.m. ... Every 15 minutes  
9.30 a.m. ... Every 30 minutes  
10.00 a.m. ... Every 15 minutes  
10.30 a.m. ... Every 15 minutes  
11.00 a.m. ... Every 15 minutes  
11.30 a.m. ... Every 15 minutes

## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

E

WATSON'S  
CELEBRATED  
BLEND.VERY OLD LIQUEUR  
SCOTCH  
WHISKY  
A PURE MALT  
WHISKY  
OF  
GENUINE AGE  
VERY FINE  
AND  
MELLOW.

PER CASE - - - \$15.00.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS,

Hongkong, 9th September, 1907.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed. Liber.

P. O. Box, 34. Telephone No. 12.

BIRTHS.

On September 23rd, at Leer (Germany), the wife of H. BOERNER, of a daughter.

On September 23rd, at Shanghai, the wife of W. A. G. WHITES, of a daughter.

On September 24th, at Shanghai, the wife of E. W. THOMAS, of a daughter.

MARRIAGE.

On September 24th, at Shanghai, OWEN LEWIS ILBERT, and GERTRUDE MARGARET HOROW D. MORTPENNY.

HONGKONG OFFICE: 104, DES VEURS ROAD, LONDON OFFICE: 131, ELEVENTH STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 1st, 1907.

FOUNDED on October 1st, 1857 as a daily newspaper—the first newspaper to make a daily appearance in the East—the Hongkong Daily Press to-day attains its Jubilee. Looking backward over the history of the past fifty years we may well claim that it forms an era in the history of the world, with which no similar period of time can compare in richness of achievement, commercial, political and scientific. Especially interesting and remarkable are the commercial and political developments in Asia during the past fifty years. When we take a bird's-eye view of the half-century's events in the Far East, we begin by witnessing the persistent efforts of China and Japan to close their doors against the commerce and the friendship of the Western "barbarians." Fourteen years before the Daily Press made its appearance China had seemingly been brought by British Military operations to revise her estimate of the Western nations, and a Treaty was signed at Nanking in 1843 granting to British subjects the right to reside for the purpose of carrying on their mercantile pursuits without molestation or restraint at the ports of Canton, Amoy,

Foochow, Ningpo, and Shanghai, and also confirming the cession of Hongkong in perpetuity to Great Britain as a place whereat British subjects might "caravan and rest their ships when required, and keep stores for that purpose." Driven by threats of annihilation from Canton and Macao, the British merchants had sought a refuge on the island of Hongkong, nearly four years before, and when retribution followed, an Imperial Commissioner ceded the Island to the British Crown the British flag being hoisted on the peak in January 1841. But as the reader knows, that agreement was repudiated by the Emperor of China, and in like manner the Treaty engagements solemnly entered into at Nanking were also studiously ignored, the provincial Chinese authorities secretly directed no doubt by the Court, manifesting a determination to make the Treaty ineffective.

That was the position of affairs in 1857. Two further military expeditions were necessary before the Chinese Government was brought to understand the binding nature of its agreement with the Powers. When the Daily Press made its first appearance Hongkong was showing its value as a naval and military base. Preparations were in progress for the military operations which resulted in the Tientsin Treaty of 1858 whereby the Treaty of Nanking was "renewed and confirmed," and many further concessions granted, including the right to appoint a British Minister to the Court at Peking, the opening of the Yangtze river to foreign trade and the addition of Newchwang, Chefoo, Formosa, Swatow and Hainan to the list of places open to international commerce. But no sooner had the expedition quitted Tientsin than it became plainly apparent that the Chinese Government never intended to carry out the terms of the Treaty if they could avoid it. When Lord ELGIN was proceeding to Peking to exchange ratifications, his ships were fired upon by the garrison at Taku. In consequence the Taku forts were taken, and an Anglo-French expedition went to Peking. This Emperor fled from the capital and as a retributive act of justice the Summer Palace was burnt to the ground by the allies. A convention of peace was signed by Lord ELGIN at Peking embodying an expression of the Emperor of China's deep regret at the "misunderstanding" which occurred at Taku. The Chinese Government consented to pay to the British an indemnity of eight million taels, two for the indemnification of the British mercantile community at Canton, for losses sustained by them, and the remaining six millions for the liquidation of war expenses incurred through the bad faith and insolence of the Chinese Government. Another provision of this Treaty was the absolute cession to the British crown of the territory at Kowloon which not long before had been acquired on perpetual lease. One other clause, regarded by the Chinese perhaps as even more humiliating than the others, contained the provision that Her Britannic Majesty's Representative in China would henceforth reside, permanently or occasionally at Peking, as Her Britannic Majesty should be pleased to decide. From this time onward commerce has proceeded without serious interruption and has developed enormously. The foreign trade of China coming under the supervision of the Imperial Maritime Customs now amounts annually to over one hundred million pounds sterling and China derives from it a revenue of about thirty-five million taels.

Though the Treaties with China ostensibly established a friendship with the Western Powers there was no approach to a friendship until about 1875 when China announced her intention to establish Missions and Consulates abroad. China invoked the aid of European Powers for the first time to secure the retrocession of the Liuchung peninsula which the Japanese had occupied in the war with China which broke out in 1894 in consequence of disputes regarding the independence of Korea, and ended in 1895 with the signing of the Treaty of Shimonoseki. Since the Peking Treaty was concluded no decade has been crowded with events of such momentous import as the last. Following the conclusion of the Japan-China war we witness the rise in the scale of civilisation and of capacity for self-government, hoping in the end that they will be able to stand, if not entirely alone, yet in some relation to the United States as Cuba now stands.

In Siam the main feature of the past half century has been the settlement of the feud between the present King and his brother by the diplomatic arbitration of the late

America, and Belgium each secure important interests in China. The era of reform seemed suddenly to have dawned, but the cloud of the Boxer rebellion quickly came over the scene. Once again military intervention was necessary to protect the lives and property of foreigners in the very capital of the Empire, and we have the unique spectacle of the armies of many nations marching under the command of a single Generalissimo to Peking to exact retribution from the Chinese Government. The last great scene of all in the panorama of the last half century in China is the sanguinary war between Russia and Japan on Chinese territory. The astonishing completeness of the success achieved by Japan has changed the aspect of Eastern politics. England's offensive and defensive alliance with the provincial Chinese authorities secretly directed no doubt by the Court, manifesting a determination to make the Treaty ineffective.

That was the position of affairs in 1857. Two further military expeditions were necessary before the Chinese Government was brought to understand the binding nature of its agreement with the Powers. When the Daily Press made its first appearance Hongkong was showing its value as a naval and military base. Preparations were in progress for the military operations which resulted in the Tientsin Treaty of 1858 whereby the Treaty of Nanking was "renewed and confirmed," and many further concessions granted, including the right to appoint a British Minister to the Court at Peking, the opening of the Yangtze river to foreign trade and the addition of Newchwang, Chefoo, Formosa, Swatow and Hainan to the list of places open to international commerce. But no sooner had the expedition quitted Tientsin than it became plainly apparent that the Chinese Government never intended to carry out the terms of the Treaty if they could avoid it. When Lord ELGIN was proceeding to Peking to exchange ratifications, his ships were fired upon by the garrison at Taku. In consequence the Taku forts were taken, and an Anglo-French expedition went to Peking. This Emperor fled from the capital and as a retributive act of justice the Summer Palace was burnt to the ground by the allies. A convention of peace was signed by Lord ELGIN at Peking embodying an expression of the Emperor of China's deep regret at the "misunderstanding" which occurred at Taku. The Chinese Government consented to pay to the British an indemnity of eight million taels, two for the indemnification of the British mercantile community at Canton, for losses sustained by them, and the remaining six millions for the liquidation of war expenses incurred through the bad faith and insolence of the Chinese Government. Another provision of this Treaty was the absolute cession to the British crown of the territory at Kowloon which not long before had been acquired on perpetual lease. One other clause, regarded by the Chinese perhaps as even more humiliating than the others, contained the provision that Her Britannic Majesty's Representative in China would henceforth reside, permanently or occasionally at Peking, as Her Britannic Majesty should be pleased to decide. From this time onward commerce has proceeded without serious interruption and has developed enormously. The foreign trade of China coming under the supervision of the Imperial Maritime Customs now amounts annually to over one hundred million pounds sterling and China derives from it a revenue of about thirty-five million taels.

Though the Treaties with China ostensibly established a friendship with the Western Powers there was no approach to a friendship until about 1875 when China announced her intention to establish Missions and Consulates abroad. China invoked the aid of European Powers for the first time to secure the retrocession of the Liuchung peninsula which the Japanese had occupied in the war with China which broke out in 1894 in consequence of disputes regarding the independence of Korea, and ended in 1895 with the signing of the Treaty of Shimonoseki. Since the Peking Treaty was concluded no decade has been crowded with events of such momentous import as the last. Following the conclusion of the Japan-China war we witness the rise in the scale of civilisation and of capacity for self-government, hoping in the end that they will be able to stand, if not entirely alone, yet in some relation to the United States as Cuba now stands.

In Siam the main feature of the past half century has been the settlement of the feud between the present King and his brother by the diplomatic arbitration of the late

General Sir Andrew Clarke, and the peaceful development of the country since largely along western lines. Further southward we have to note the grand achievement of the federation of the Malay States, the prosperous development of Singapore, and the establishment of a British Protectorate over the territories of Sarawak, Brunei and British North Borneo.

The last fifty years embrace too the successful efforts of the French to enlarge their empire in Asia. It is nearly a century and a quarter since France first sought to create a dependency in Asia as a counter-weight to British India. In 1787 Louis XVI obtained for France a number of commercial and political privileges in Cochinchina in exchange for assistance given in establishing on the Throne the rightful king of the territory who subsequently conquered and added to his domains the province of Annam. Thereafter the French scheme of empire dropped out of sight when a treaty was signed at Saigon covering the southern provinces of Bien-Hoa, Gia-Dinh, and Dinh-Taong with the island of Condor to the French. In 1874 a treaty was concluded at Saigon with the King of Annam by which the King recognised the sovereignty of France over all the territories occupied by her. The Tsungli-yamen immediately on the terms of the Treaty became known to them took strong exception to it. Annam was a dependency of China, and the right of the King to make a treaty without the sanction of his sovereign was strenuously repudiated. France refused to acknowledge the right of China to interfere in the matter and the two countries were brought to the verge of war. China, however, was not prepared for further overt measures than formal protests, but there is little doubt that the Chinese government secretly assisted with money, marauding expeditions of the Black Flags from the mountain frontier between China and Tonkin. Their success against the French encouraged the King of Annam (who had lost no opportunity during the whole course of the dispute in emphasising his dependence upon China) to declare war against the French. The result was the French occupation of Hue, and the placing of a protege of France upon the Throne with a French Resident to guide his policy. Annam again yielded by formal treaty her independence to French hands. Further military operations succeeded the announcement as a result of China's hostility to the treaty, but in 1884 a convention was signed by which China undertook to respect the treaties concluded between France and the King of Annam in exchange for an undertaking by France to protect against all aggression the Southern frontiers of China and Tonkin. Since then France has been peacefully developing these territories, but though great expectations are formed of their future now that railways are spreading in all directions, the benefit of the colonies to France up to the present time has not been strikingly manifested.

The beginning of the half century under review saw the Portuguese settlement of Macao—the oldest foreign settlement on the China coast—in the hey-day of its prosperity. At the close we view it as a relic of the historic past rather than as an important centre of trade. It has not ceased to be a self-supporting Colony—it is even a profitable colony to the Mother Country, since it derives from the gambling monopolies of Japan is continuing her marvelous story of progress. The end of the half century sees Japan building in her own shipbuilding yards battleships of 19,000 tons displacement, and passenger liners of 13,500 tons which compare favourably in their construction with the ships built in the shipyards of her Western tutu. At the present time Japan possesses a mercantile fleet of about 1500 steamers with a capacity in the aggregate of 1,000,000 tons, and her naval fleet ranks fourth or fifth in the list of the world's navies.

Coming southward again we note the change of ownership of the Island of Formosa from the Chinese to the Japanese as one of the spoils of the war of 1894-5; and still further southward we witness the passing of the Philippines, also as the result of war, from the sovereignty of the Spanish to the more benevolent control of the United States whose Government has lavished money freely on works of public improvement in the islands, and notably on the education of the people, with the idea of helping them to rise in the scale of civilisation and of capacity for self-government, hoping in the end that they will be able to stand, if not entirely alone, yet in some relation to the United States as Cuba now stands.

In Siam the main feature of the past half century has been the settlement of the feud between the present King and his brother by the diplomatic arbitration of the late

General Sir Andrew Clarke, and the peaceful development of the country since largely along western lines. Further southward we have to note the grand achievement of the federation of the Malay States, the prosperous development of Singapore, and the establishment of a British Protectorate over the territories of Sarawak, Brunei and British North Borneo.

The last fifty years embrace too the successful efforts of the French to enlarge their empire in Asia. It is nearly a century and a quarter since France first sought to create a dependency in Asia as a counter-weight to British India. In 1787 Louis XVI obtained for France a number of commercial and political privileges in Cochinchina in exchange for assistance given in establishing on the Throne the rightful king of the territory who subsequently conquered and added to his domains the province of Annam. Thereafter the French scheme of empire dropped out of sight when a treaty was signed at Saigon covering the southern provinces of Bien-Hoa, Gia-Dinh, and Dinh-Taong with the island of Condor to the French. In 1874 a treaty was concluded at Saigon with the King of Annam by which the King recognised the sovereignty of France over all the territories occupied by her. The Tsungli-yamen immediately on the terms of the Treaty became known to them took strong exception to it. Annam was a dependency of China, and the right of the King to make a treaty without the sanction of his sovereign was strenuously repudiated. France refused to acknowledge the right of China to interfere in the matter and the two countries were brought to the verge of war. China, however, was not prepared for further overt measures than formal protests, but there is little doubt that the Chinese government secretly assisted with money, marauding expeditions of the Black Flags from the mountain frontier between China and Tonkin. Their success against the French encouraged the King of Annam (who had lost no opportunity during the whole course of the dispute in emphasising his dependence upon China) to declare war against the French. The result was the French occupation of Hue, and the placing of a protege of France upon the Throne with a French Resident to guide his policy. Annam again yielded by formal treaty her independence to French hands. Further military operations succeeded the announcement as a result of China's hostility to the treaty, but in 1884 a convention was signed by which China undertook to respect the treaties concluded between France and the King of Annam in exchange for an undertaking by France to protect against all aggression the Southern frontiers of China and Tonkin. Since then France has been peacefully developing these territories, but though great expectations are formed of their future now that railways are spreading in all directions, the benefit of the colonies to France up to the present time has not been strikingly manifested.

The beginning of the half century under review saw the Portuguese settlement of Macao—the oldest foreign settlement on the China coast—in the hey-day of its prosperity. At the close we view it as a relic of the historic past rather than as an important centre of trade. It has not ceased to be a self-supporting Colony—it is even a profitable colony to the Mother Country, since it derives from the gambling monopolies of Japan is continuing her marvelous story of progress. The end of the half century sees Japan building in her own shipbuilding yards battleships of 19,000 tons displacement, and passenger liners of 13,500 tons which compare favourably in their construction with the ships built in the shipyards of her Western tutu. At the present time Japan possesses a mercantile fleet of about 1500 steamers with a capacity in the aggregate of 1,000,000 tons, and her naval fleet ranks fourth or fifth in the list of the world's navies.

Coming southward again we note the change of ownership of the Island of Formosa from the Chinese to the Japanese as one of the spoils of the war of 1894-5; and still further southward we witness the passing of the Philippines, also as the result of war, from the sovereignty of the Spanish to the more benevolent control of the United States whose Government has lavished money freely on works of public improvement in the islands, and notably on the education of the people, with the idea of helping them to rise in the scale of civilisation and of capacity for self-government, hoping in the end that they will be able to stand, if not entirely alone, yet in some relation to the United States as Cuba now stands.

In Siam the main feature of the past half century has been the settlement of the feud between the present King and his brother by the diplomatic arbitration of the late

The Kent, cruiser, was to pay off at Colonial and recommission for further service on the China station. The Amphitrite, cruiser, is bringing out the new crew which will be made up of the nucleus crew of the ship and drafts from Devonport. On recommissioning, the Kent will become a Devonport ship for manning and other purposes.

Popular belief as to the successful candidate in the forthcoming U. S. presidential election lies between Mr. Taft and Mr. Hughes. It is generally hoped that Mr. Taft will be elected President and Mr. Hughes Vice-President. Recently 620 senators and journalists belonging to the Republican party conducted a trial election, and 380 votes were given for Mr. Taft and 218 for Mr. Hughes.

Messrs. Vickers, Sons, and Maxim are now engaged in the construction of two submarines for the Japanese Navy. They are in their main features similar to the "C" class, built by the Barrow firm for the British Admiralty, and each have two torpedo tubes forward. The same firm have also constructed the 12in. guns for the Bellerophon and the Temeraire, battleships of the Dreadnought class, recently launched at the Government dockyards.

H. E. Shang Chih-ting, Provincial Treasurer of Fukien, and one of the Five Travelling Commissioners in 1906, has memorialized the Throne strongly urging the necessity of allowing full liberty to the Press to criticize and discuss public affairs, so that those in power may know the feelings and opinions of the masses. This is one of the foundations of national strength, and it will be unwise to introduce methods of further muzzling the Press.

Owing to a constitutional crisis, the Parliament of Cape Colony has been dissolved. Dr. Jameson, the Premier, declares that the conflict between the two Houses renders the transaction of the country's business impossible. A general election is to follow, the new Parliament meeting on March 31. Three millions sterling have been voted for the expenditure required in the meantime. Possibly, the newly enfranchised Dutch voters will turn the scale against Dr. Jameson's Ministry, making South Africa politically Dutch as far north as South Rhodesia.

A point which was missed by most of the chroniclers of the Imoheon at Marischal was the decoration of M. Clemenceau by King Edward. According to a trustworthy account, His Majesty twirled the French Prime Minister for paying a visit with no ribbon or blossom in his buttonhole, and thereupon took a flower from the Imoheon table and pinned it in his guest's coat. The flower chosen was a white carnation, and Frenchmen will now be able to discern whether the King's choice was deliberate or otherwise, for the "osillat blanc" has special significance in France. It is the flower of the Royalists, and to make M. Clemenceau wear the Royalist badge was a masterpiece of royal wit if really intentional.

It is a coincidence worth mentioning in our Jubilee issue that a conspicuous figure in Hongkong in 1857 was Col. Lugard, R.E., an uncle of our present Governor, His Excellency Sir Frederick Lugard. Col. Lugard was in command of the Engineers in the Expedition of 1857, but did not live to take part in the attack on Canton. He died in Hongkong in December 1st and was buried on the 3rd with all military honours in the cemetery hard by the race-course." Mr. Wingrove Cooke, the Times correspondent, wrote: "It was an imposing spectacle, for all the officers of all the European nations now present in Hongkong followed in long procession the gun carriage on which he was borne to his grave. Many of those present not only knew him as an officer, whose loss at this critical moment is disastrous to the public service, but loved him as a man. I was one of those who mourned to think we shall hear no more his frank hearty laugh and receive no more his ready, soldier-like greeting. Poor Lugard was a victim to hard work in this treacherous climate. He had much to do and small materials to work with. He was a leader without soldiers. He had to form and fashion a corps of engineers and sappers and miners out of troops of the line. His labour was incessant, and he paid the penalty which these trying Hongkong heats almost always exact for over-exertion."

About two years ago a scheme was submitted to the government on behalf of a foreign syndicate for boring a tunnel through Victoria Peak with view to developing the other side of the island as a residential district. It was not a new idea and we may appropriately mention it in the present issue that the suggestion occurs faintly in a letter to the Times written from Hongkong fifty years ago. Curiously enough it is associated with the name of a relative of our present Governor. Here is the extract from a letter written by Mr. Wingrove Cooke: "Colonel Lugard is meditating deep things about mysteries which I attempt not to fathom; for Colonel Lugard is the head of the Engineers. I wish he would think it necessary for some military purpose to drive a tunnel through this Victoria mountain and let in the south-west monsoon." Mr. Cooke however, thought a more practicable thing would be to take possession of the opposite peninsula of Kowloon. "It is quite incomprehensible that this has not been done. If any other power should do so—and what is to prevent them?—the harbour of Hongkong is lost to us." History reveals that this was patent to the authorities and especially to the late Sir Harry Parker (then in the Consular service) to whose foresight, diplomacy and indomitable energy we are largely indebted for its acquisition. As an esteemed correspondent pointed out in the Daily Press three or four years ago, it is remarkable in a Colony which has done so much in the way of street nomenclature to perpetuate the names of men who have been conspicuously identified with its history, that there is not a single memorial worth the name in Hongkong to the distinguished man to whom the Colony in its early days owed so much.

## TELEGRAMS.

[DEUTER'S SERVICE.]

CANADA AND THE JAPANESE TREATY.

LONDON, September 28th.

Sir Wilfrid Laurier in his speech at Toronto explained that Canada became a party to the Japanese treaty because she thought that Japan had prohibited general emigration, especially towards Canada.

[N.C. Daily News' Service.]

THE MUKDEN CONFLICT.

Tokyo, September 25th.

Viceroy Hsu Shih-ch'ang will leave Mukden for Peking on the 28th instant. He has accepted the Japanese demands in connexion with the recent attack upon Japan by Chinese police.

The demands include an indemnity to the sufferers, the dismissal of the chief police officer concerned and the partial disarming of police.

THE BOUNDARY QUESTION.

Tokyo, September 25th.

Ha Shih-ch'ang, Viceroy of Manchuria, has requested that the Japanese gendarmerie be withdrawn from Kuantung. He has ordered three companies of infantry and some cavalry to proceed to Kuantung and make investigations concerning the boundary.

CHOLERA AT PORT ARTHUR.

Tokyo, September 25th.

Outbreaks of cholera are increasing at Port Arthur. Commerce at that port is, therefore, depressed.

JAPANESE IN MANCHURIA.

Tokyo, September 26th.

Viceroy Hsu Shih-ch'ang's entry into the Chinese Cabinet is disbelieved at Tokyo.

The Chinese authorities at Changchun apologize for the recent collision with the Japanese and undertake to satisfy Japanese demands.

ASIATIC LABOUR DEBATES AT OTTAWA.

Tokyo, September 26th.

Sir Wilfrid Laurier and Mr. Ishii, the Japanese Labour Commissioner did not touch on indemnity or restriction of Japanese immigration, but discussed the efforts that might be taken for prevention of riots and the maintenance of the existing treaty.

The Japanese Consul-General at Ottawa has since been discussing the indemnity with the Canadian Premier, but particulars are not settled.

At Tokyo the Foreign Office is appointing an extra official to supervise immigration affairs.

ADSETS.

AGAIN REMANDED.

There was a greater attendance of Europeans at the Police Court yesterday afternoon than has been the case, for some considerable time, and long before the Magistrate took his seat all the available sitting accommodation was occupied; in fact, had the public not been requested to go to the rear of the Court there would have been no seats for solicitors or reporters. All appeared anxious to see the prisoner, and it was not long before he walked with a firm step into the dock, and stood quietly in a corner, apparently unconscious of the number of eyes which gazed upon him. He entered the Court without collar or tie, but these were handed to him by Detective-Sergeant Sullivan and he put them on, taking his stand in the centre of the dock as Mr. C. D. Melbourne took his seat on the bench.

Mr. Morell (Crown Solicitor) informed his Worship that Mr. R. Harding had been assigned a brief by the Government for the defence, subject to his costs being agreed. He did not know whether such costs had been agreed, and suggested a short adjournment.

Mr. Harding—I would like a short adjournment, my Worship.

His Worship—Will you be ready to go on to-morrow?

Mr. Morell—Yes, your Worship.

His Worship—I'm sorry you didn't let me know before, Mr. Harding, because we have wasted a whole afternoon.

Mr. Morell—I did not know a solicitor had been engaged for the defence.

His Worship—The case is remanded till 2.5 to-morrow (this afternoon).

FIRES.

Considerable excitement was caused yesterday afternoon by a fire which broke out in an engine room at the Royal Dutch Petroleum Works. A quantity of oil was in this room, and with the first spark of ignition there was naturally a big blaze, and grave fears were entertained that the fire, before it could be controlled, would reach the oil tanks, which were not more than a hundred yards distant. The outbreak was of brief duration, however, and although the fire brigade under Captain Lyons and Chief Inspector Baker were speedily on the scene, their services were not required. The damage caused to the engine room is estimated at \$200.

Fortunately the fire which occurred in a match in Queen's Road belonging to Messrs. Calbeck, Macgregor and Co. was noticed in good time, and though some alarm prevailed, preventive measures were speedily applied and the danger of the fire spreading was averted. Only the match was destroyed and the loss did not amount to much.

Presiding at a meeting at Liverpool of the Associated Chambers of Commerce, Lord Brassey advocated the State ownership of railways, beginning with Ireland, and the employment of time-expired soldiers as a remedy for strikes. The approximate depreciation of the capital of the three principal English railways amounted during Sept. 16-17, to three and a quarter millions sterling.

## SUPREME COURT.

MONDAY, 30th SEPTEMBER.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

## LEARNING THE ENGLISH CUSTOM.

In the case of Remigio Perez against H. Barber for \$6120, the claim was for one month's rent and proportionate part of taxes due by defendant in respect of the second floor of the house No. 2 Glenelg Road. Mr. E. J. Grist conducted the case for the plaintiff. Defendant was not in court when the case was called, but he appeared a few minutes later accompanied by a gentleman who was understood to be his interpreter, defendant being a Frenchman who said he could not speak English.

[N.C. Daily News' Service.]

THE MUKDEN CONFLICT.

Tokyo, September 25th.

Viceroy Hsu Shih-ch'ang will leave Mukden for Peking on the 28th instant. He has accepted the Japanese demands in connexion with the recent attack upon Japan by Chinese police.

The demands include an indemnity to the sufferers, the dismissal of the chief police officer concerned and the partial disarming of police.

THE BOUNDARY QUESTION.

Tokyo, September 25th.

Ha Shih-ch'ang, Viceroy of Manchuria, has requested that the Japanese gendarmerie be withdrawn from Kuantung. He has ordered three companies of infantry and some cavalry to proceed to Kuantung and make investigations concerning the boundary.

CHOLERA AT PORT ARTHUR.

Tokyo, September 25th.

Outbreaks of cholera are increasing at Port Arthur. Commerce at that port is, therefore, depressed.

JAPANESE IN MANCHURIA.

Tokyo, September 26th.

Viceroy Hsu Shih-ch'ang's entry into the Chinese Cabinet is disbelieved at Tokyo.

The Chinese authorities at Changchun apologize for the recent collision with the Japanese and undertake to satisfy Japanese demands.

ASIATIC LABOUR DEBATES AT OTTAWA.

Tokyo, September 26th.

Sir Wilfrid Laurier and Mr. Ishii, the Japanese Labour Commissioner did not touch on indemnity or restriction of Japanese immigration, but discussed the efforts that might be taken for prevention of riots and the maintenance of the existing treaty.

The Japanese Consul-General at Ottawa has since been discussing the indemnity with the Canadian Premier, but particulars are not settled.

At Tokyo the Foreign Office is appointing an extra official to supervise immigration affairs.

ADSETS.

AGAIN REMANDED.

There was a greater attendance of Europeans at the Police Court yesterday afternoon than has been the case, for some considerable time, and long before the Magistrate took his seat all the available sitting accommodation was occupied; in fact, had the public not been requested to go to the rear of the Court there would have been no seats for solicitors or reporters. All appeared anxious to see the prisoner, and it was not long before he walked with a firm step into the dock, and stood quietly in a corner, apparently unconscious of the number of eyes which gazed upon him. He entered the Court without collar or tie, but these were handed to him by Detective-Sergeant Sullivan and he put them on, taking his stand in the centre of the dock as Mr. C. D. Melbourne took his seat on the bench.

Mr. Morell (Crown Solicitor) informed his Worship that Mr. R. Harding had been assigned a brief by the Government for the defence, subject to his costs being agreed. He did not know whether such costs had been agreed, and suggested a short adjournment.

Mr. Harding—I would like a short adjournment, my Worship.

His Worship—Will you be ready to go on to-morrow?

Mr. Morell—Yes, your Worship.

His Worship—I'm sorry you didn't let me know before, Mr. Harding, because we have wasted a whole afternoon.

Mr. Morell—I did not know a solicitor had been engaged for the defence.

His Worship—The case is remanded till 2.5 to-morrow (this afternoon).

## HONGKONG CRICKET CLUB.

## ROYAL HONGKONG YACHT CLUB.

The annual meeting of the Hongkong Cricket Club was held in the Pavilion last evening Mr. F. Maitland presided, and there were also present Hon. Dr. Atkinson, Messrs. R. Hancock, W. C. D. Turner and T. C. Gray, members of committee, Captain H. E. Stanger, Leathes, L.M.S. Lieut. E. W. Isaacson, R.N., Messrs. A. Mackenzie, F. A. Bam, F. J. Goldthorpe, H. L. Garrett, H. A. Lammett, A. E. Asper, F. Lammett, E. M. Hazelton, E. A. Fowler, W. E. F. Swan, A. R. Sutherland, C. B. Franklin and R. Postonji.

The CHAIRMAN said they would notice in the report a suggestion that the best thanks of the club be offered to Mr. Percy Smith for his services as secretary and treasurer, and for the donation of a cup. He thought the Club was very grateful to Mr. Smith for the work he had done for them, and they appreciated his generous gift of that handsome cup which would be a source of envy to all of them until it was won by one of them (applause).

The general committee also suggested that the Club's appreciation of the services of Mr. Crookshank as captain and specially in designing the construction of the new boats, be recorded.

They looked to the acquisition of these new boats to revive interest in rowing.

The first of the north-east monsoon had been piping through the Lysemon Pass that morning, bringing hope to the hearts of yachtsmen and renewing courage in all of them. And it would require all the encouragement the northerner could give them to put the Club on a really sound basis.

He was sorry to say that their membership had dwindled down to 208. Just before the amalgamation the Yacht Club had 72 members and the Boat Club had somewhat in the neighbourhood of 300.

That was a big loss to the Club. He believed the increased subscription was frightening away some of them, but he felt confident that when their new club house which was rearing its stately head at North Point was completed, it would prove a great attraction to yachtsmen and oarsmen, and they might hope to see the Club in a thoroughly satisfactory state as regards membership.

He hoped one and all of them, whether yachtsmen or oarsmen, would do their best to induce others to join. They ought to put their shoulder to the wheel and get all the young men who came out to the Colony to take an interest in what was really one of Great Britain's premier sports.

They hoped to have the new clubhouse open some time in the beginning of the year.

The Hon. Mr. May was re-elected commodore: Commodore Stokes, R.N., Hon. Mr. Keawick and Mr. Pollock, Messrs. H. W. Bird, H. P. Tooker, H. J. Walker were appointed members of the Yacht Committee; and Messrs. F. A. Biden, H. Brice, F. W. Carpenter, F. W. Warre, C. H. Blason and Carpenter were elected to the Rowing Committee. The Chairman commented in terms of pleasure at the election of a German in the committee, as the men of that nationality took a great interest in sport.

Mr. Blason and Smith were appointed auditors.

A vote of thanks was accorded to Mr. Franklin, who had undertaken the duties of secretary for his services to the Club.

The CHAIRMAN alluded to the regatta and explained that Sir Matthew Nathan had presented a cup for rowing, to form the nucleus of the Hongkong Regatta. Only one regatta had been held and the typhoon by destroying all the boats had made it impossible to hold another since.

All the original members of the committee remained, and on the suggestion of Mr. Warre he had approached His Excellency with a view to his becoming a patron for the regatta. The Governor had agreed to do so and had suggested that a committee elected by the V. R. C. and the Yacht Club should be elected to manage the regatta.

If members approved of the suggestion the general committee would elect three of its members to act with those from the V. R. C.

Approved.

A vote of thanks to the Chairman concluded the proceedings.

## THE FINEST SELECTION OF WHISKY ON THE MARKET.

IRISH		1 doz. Botts.	
Dunville's V. R.		\$15.00	
Do. Special Liqueur		1.00	
Do. "Reserve" Liqueur		18.00	
SCOTCH.			
KING EDWARD VII.	v. o. ligr.		
Gold Label	Sole Agents	\$21.00	
Highland Nectar	for THE	19.00	
KING EDWARD VII.	Distillers		
White Label	Co. Ltd.		
D. C. L.	Edinburgh		
Highland Club		15.50	
H. Simpson & Co's. HOUSE	of	13.00	
LOEDS White Seal	Sole Agents	16.00	
GOLD SEAL	Dump Bottles	10.50	
Red Seal		9.00	
A. M. R. I. C. A. N.			
CANADIAN CLUB	Hiram Walker		
YALLOP'S O.N.C. Pure Rye	Sole Agents	20.00	
Fine Old Bourbon		19.00	
D. & J. MCCALLUM'S PERFE			
TION 20 years old	Sole Agents	16.00	
N. B.—We hold a large stock of whiskies in			
application.			
Discount allowed in accordance with fluctuation of Exchange			

H. PRICE & CO., LTD.

12, QUEEN'S ROAD CENTRAL.

## FUNNELS AND FLAGS.

The American Consulate General received the following typhoon warning from the Manila Observatory at 8.30 a.m. yesterday—<sup>1</sup> Sept. 30, 1907, 12.30 p.m.; typhoon now west of Bonin Islands moving in a northerly direction probably heading to recurve N.E.

The Nissink Kisen Kaisha reported that owing to the recent disaster to the str. "Tafo Maru" that vessel will be replaced by the str. "Tachi Maru" which will, in future, take up the regular service maintained by the former on the Yangtze.

The Leyland steamer "Nicaraguan" posted at Lloyd's as missing, was a vessel of 3,643 tons built in 1891. The Nicaraguan left Tampico on June 2 for Dublin, and since she passed Cape Henry on June 3 neither the vessel nor her crew have been heard of. She belonged to the fleet of the American "combine," and was uninsured in the London market.

In his report on the trade of Port Said and Suez Mr. Consul-General Cameron remarks that the navigable dimensions of the Suez Canal are now practically double what they were twenty years ago. The width of the canal on the water level is now 100 to 120 yards in the northern half and in the southern half 80 to 100 yards. On January 1, 1906, the tariff for laden ships was reduced to seven francs seventy-five centimes. The ton-franc rate for passengers has never been changed. In 1906 3,975 vessels of a net tonnage of 18,445,504 tons passed through the Canal, as compared with 4,116 vessels of 13,134,105 tons in 1905. Of these 2,948 were merchant vessels, 888 mail steamers, and 133 warships and Government transports. The transit receipts were 18,161,296 francs, as against 135,866,777 francs in 1905. Of the 3,975 vessels which passed through the Canal in 1906 2,233 were British. After the ratification of the treaty of peace between Russia and Japan nine Russian ships of war returned home, and large contracts were made for the repatriation of troops from Vladivostok. By the end of May 114,000 troops passed through the Canal in 62 transports, of which 28 were British ships and 11 were German. The total number of Russian troops thus repatriated during 1906 amounted to

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Billing, &c., should be addressed Daily Press only, and special business matters to this Manager.

Advertisements and Subscriptions which are not inserted for a fixed period will be continued until censored.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## NEW ADVERTISEMENT

## NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY, VIA SINGA.

## POKE AND PENANG.

Having connection with Company's Mai. Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. Taking Charge at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"LEVANZO," Captain Gravone, will be despatched as above on FRIDAY, the 11th Oct., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 1st October, 1907. 1587

THE Interest and Responsibility of MESSRS. J. C. DOS REMEDIOS and SAN PAK MIN in the Firm J. C. DOS REMEDIOS & CO., ceased on the 30th September, 1907.

J. C. DOS REMEDIOS & CO.

Hongkong, 1st October, 1907. 1587

HONGKONG GYMKHANA CLUB.

THE FIFTH and last MEETING of the Season will be held at the Happy Valley, on SATURDAY, 5th October, 1907, commencing at 3 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for events Nos.

3 and 5.

REGINALD E. C. MASTER, Hon. Secy. and Treasurer.

Hongkong, 1st October, 1907. 1588

## FOR SALE.

TWO VALUABLE BUILDING SITES for Sale, Approximate Area 25,290 sq. ft. situated British Concession, Shamian, Canton.

For further particulars apply to

C. Care of "Daily Press" Office. Hongkong, 1st October, 1907. 1589

## TO LET.

FIRST Class European House, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to

HEWAN & CO., Care of China Merchants S. N. Co. Hongkong, 1st October, 1907. 1590

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA," FROM ANWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns of the Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th Oct., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 30th September, 1907. 1

S. S. "YARRA," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex. ss. "Made" and "Chante," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignee before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 7th Oct., 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Oct., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 7th Oct., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th September, 1907. 2

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.

Leading Articles.

Weather.

Mixed Moralising.

Chinese Esperanto.

The Tientsin Post Office.

The Korean Boundary Dispute.

The Colonial Office Re-shuffle.

Bad Business.

Hongkong General Chamber of Commerce.

Supreme Court.

St. Andrew's Society.

The Swatow Rebellion Case.

Hongkong Cricket Club.

Kowloon Cricket League.

Gangnam Cricket Club.

V.R.C. Aquatic Sport.

Hongkong Football Yacht Club.

Water Polo Shield Competition.

H.E. W. Ting Fang.

Steel Cruiser for China.

Assets.

The Hongkong "Basket".

Modern Education in China.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 1st October, 1907.

## INTIMATIONS

## CLUB GERMANIA.

## NOTICE.

THE DRAWING of 60 DEBENTURES of the CLUB GERMANIA, was held at the Club on Friday, the 27th inst., when the following Debentures were drawn for Redemption:

7	27	28	30	35	41	46	50
53	67	84	85	91	94	96	98
105	128	132	142	154	155	161	193
185	210	221	222	235	275	277	278
290	295	327	328	350	363	373	397
409	421	423	431	437	449	458	462
469	474	483	491	500	517	545	546
550	555	583	585				

and will be payable at the DEUTSCHE BANK on and after MONDAY, the 20th September in exchange for surrender of same.

For the Committee, H. SCHUMACHER, Hon. Secretary.

Hongkong, 30th September, 1907. 1585

## THE SHANGHAI CLUB.

Issue of Tails 170,000 DEBENTURES bearing interest at Six per cent. per annum part of a total authorized issue of Tails 450,000 DEBENTURES.

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tails 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tails 96 per Tails 109 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three mow Five fum and the Club buildings and it is intended the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings formerly known as Nos. 238, 240, 242, 244, 248 and 249 QUEEN'S ROAD WEST, Victoria, areforesaid as they are on the said piece of ground.

For further Particulars and Conditions of Sale, apply to

S. W. TSO, Solicitor for the Mortgagors,

or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th September, 1907. 1507

## PUBLIC AUCTION.

THE Undersigned have received instructions from THE OFFICIAL ADMINISTRATOR, to Sell by Public Auction,

For Account of the Estate of the late Captain E. H. GRANGER,

TO DAY (TUESDAY)

the 1st October, 1907, at NOON, at their

SALES ROOMS, No. 8, Des Voeux Road,

Corner of Lo Ho Ho Street.

THE GOODS AND CHATTELS

of the above-named deceased.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 30th September, 1907. 1585

## PUBLIC AUCTION.

M. R. GEO. P. LAMMERT has received

instructions from the Mortgagors to sell by Public Auction,

TO DAY (TUESDAY)

the 1st October, 1907, at 3 P.M., at the

ROOMS, Duddell Street.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,

Situate at Victoria, in the Colony of Hongkong, namely—

All that piece or parcel of ground situate at Victoria, aforesaid registered in the Land Office as Section "B" of Island Lot No. 454; area, 6240.05 square foot or thereabouts; Term, 99 years; annual Crown Rent, \$95.14; together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 248 and 249 QUEEN'S ROAD WEST, Victoria, areforesaid as they are on the said piece of ground.

For further Particulars and Conditions of Sale, apply to

S. W. TSO, Solicitor for the Mortgagors,

or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th September, 1907. 1507

## PUBLIC AUCTION.

THE Undersigned has received instructions

from the concerned to Sell by Public Auction, at MUREY TIER,

TO-MORROW (WEDNESDAY),

The 2nd October, at 5.30 P.M.,

The

BRITISH REGISTERED CRUISING

YACHT "KOKUBURO,"

53 feet overall; 11 ft. 7 in. beam; 4.74 gross

tonnage; copper-bottomed.

Commodore Cabin, Layatory and Pantry (with Ice Chest) Accommodation, and Large Deck Space.

Sails and rigging in excellent condition; two new stay-swinging stanchions, three Anchors, Chain and Manila Cable, Lamps,



## SHIPPING.

## ARRIVALS.

AMIGO, German str., 822, Baltic, 30th Sept.—Haiphong 27th Sept., and Hoihow 28th. General—Johann & Co.  
ANGLO-AUSTRALIAN, British str., 2,545, Lewis, 30th September—New York and Durban—Kerosene Oil—Standard Oil Co.  
BONVOY, German str., 1,344, F. Semihil, 30th Sept.—Sandakan 24th Sept., General—Melschers & Co.  
CHUNSAK, British str., 1,417, D. A. King, 30th Sept.—Moj 25th Sept., Coal—Jardine, Matheson & Co.  
FRITHJOF, Norwegian str., 891, Olaf Anderson, 30th Sept.—Swatow 29th Sept., General—Osaka Shosen Kaisha.  
HUNJAN, British str., 1,422, C. W. Prickett, 29th September—Wuhu 24th Sept., Rice—Butterfield & Swire.  
KWANTUNG, British str., 1,120, Chapman, 30th September—Haiphong 28th Sept., General—Shewan, Tomes & Co.  
NANGHAI, British str., 30th Sept.—Canton—Nanshan, British str., 1,298, Alan Jones, 30th September—Saigon 25th Sept., Rice and General—Bradley & Co.  
NIKKO MARU, Japanese str., 3,454, R. Swain, 30th Sept.—Melbourne 4th Sept., General—Nippon Yuden Kaisha.  
TOKA, British str., 4,871, A. F. Vine, 29th Sept.—London 17th Sept., General—P. & O. S. N. Co.  
SANUKI MARU, Japanese str., 3,739, S. J. G. Parsons, 30th Sept.—Shanghai 27th Sept., General—Nippon Yuden Kaisha.  
YARNA, French str., 4,141, Sellier, 30th Sept.—Marseille 1st Sept., Mails and General—Messageries Maritimes.

## CLEARANCES

AT THE HARBOURMASTER'S OFFICE  
30th September.  
Agamenon, British str., for Saigon.  
Australia, French str., for Europe, &c.  
Augury, Norwegian str., for Chefoo.  
Kangchung, British str., for Swatow.  
Kaochung, German str., for K. C. Wan.  
Methilde, German str., for Haiphong.  
Triumph, German str., for Hoihow.

## DEPARTURES

30th September.  
HUNJAN, British str., for Canton.  
TOKA MARU, Japanese str., for Shanghai.  
KUISHAN, British str., for Canton.  
WAISHING, British str., for Ningpo.  
YARNA, French str., for Shanghai.

SHIPPING REPORTS.  
The British str. *Nanhai* reports: Light to strong N. W. N. and N. Easterly winds and last day moderate head sea, sharp rain squalls at times.

## VESSELS IN DOCK.

September 30th.  
ABERDEEN DOCKS.—Neamuekin.  
KOWLOON DOCKS.—Dragon, Pochattan, H.M.S. *Moors*, Kwongtung, Kwongtung, H.M.S. *Harpy*, Hapsang, Changsha, Keong-  
wai.  
COSMOPOLITAN DOCKS.—Asia, Lunghau.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodges, will be despatched for the above Ports TO-DAY, the 1st October, at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAFRAIK & CO., General Managers.

Hongkong, 28th September, 1907. 1581

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 5th October at NOON, taking passengers and cargo for the above ports in connection with the Company's steamer "VICTORIA," 6,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles, and London, other cargo for London, &c., will be conveyed from Colombo by the H.M.S. "PERSIA," due in London on 16th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd September, 1907. 1

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong

CALLAO AND IQUIQUE—VIA JAPAN PORTS (Karatatsu, Kobe and Yokohama.)

With option to Call at Mexican and other Coast Ports.

Steamers Tons

"KATATO MARU" ... 6,100 On 10th Oct.

"KATHARINE PARK" ... 5,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,

York Building.

Hongkong, 30th September, 1907. 10

THE RUSSIAN VOLUNTEER FLEET.

For ODESSA.

THE Steamship

"KOSTROMA,"

will be ready to load here as above Middle of October.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 30th August, 1907. 1429

## ARRIVALS.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"AUSTRALIEN"

Captain Vernon, will be despatched for MARSEILLES, on TUESDAY, the 1st October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "NERA" ... 15th Oct.

S.S. "YARRA" ... 29th Oct.

S.S. "ERNEST SIMONS" ... 12th Nov.

S.S. "TONKIN" ... 26th Nov.

S.S. "POLYNESIEN" ... 10th Dec.

S.S. "TOURANE" ... 24th Dec.

Hongkong, 18th September, 1907. 2

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

† S.S. "SIKH" ... 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE" 26th Oct.

1st Class Passenger accommodation.

For Freight and further information, apply to

DODWELL & CO. LTD., Agents.

Hongkong, 27th September, 1907. 1226-1234

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamer

"HEADLEY,"

will be despatched for the above Ports on about SATURDAY, the 19th October.

For Freight apply to

ARNHOLD KARBERG & CO., Agents.

Hongkong, 16th September, 1907. 1512

THE Steamer

"PERSIA,"

Capt. P. Cragliotto, will be despatched as above on or about SATURDAY, the 26th October, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

Princes' Building.

Hongkong, 27th September, 1907. 3

NATAL LINE OF STEAMERS

THE Under-mentioned GENERAL AGENTS

IN CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with Indo-

CHINA STEAM NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailing from

CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1898. 8

DAVID CORSAIR & SON'S MERCHANT NAVY.

NAVY BOILED LONG FLAX CANVAS

RELIANCE GROWN TARPAILING

ARNHOLD KARBERG & CO. Sole Agents.

Cutter, Palmer & Co.'s

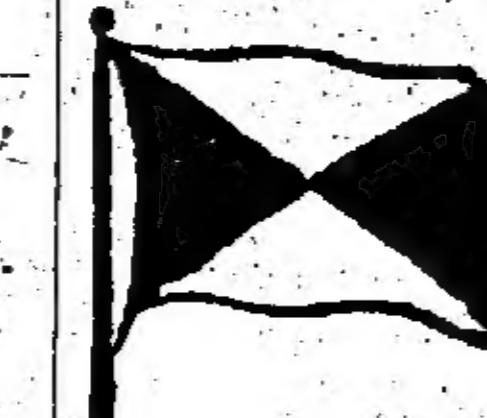
SPECIAL BLEND WHISKY.

SHIPPER

Cutter, Palmer & Co., London, AGENTS

SIEMSSON & CO., HONGKONG.

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manilla. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

For Freight or Passage apply to

SHewan, Tomes & Co., GENERAL MANAGER.

Hongkong, 1st October, 1907.

## HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidships and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

## OUTWARD.

FOR THE STEAMERS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG

HOHENSTAUFEN ... 1st October

SILESIA ... 2nd November

\* RHENANIA ... 2nd October

\* HOHENSTAUFEN 30th October

## HOMeward.

VIA STRAITS, COLOMBO AND ADEN.

LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW,

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, POONA	POONA	About 27th Sept.	Freight and YOKOHAMA. Capt. F. A. Vins, R.N.R.
SHANGHAI	DELHI	About 4th Oct.	Freight and Passage. Capt. J. D. Andriwa, R.N.R.
LONDON VIA USUAL PORTS	DELTA	Noon, 5th Oct.	See Special OF CALL. Capt. C. L. Daniel
MARSEILLES, LONDON and ANTWERP VIA SINGA	NAMUR	About 9th Oct.	Freight and Passage. Capt. H. W. Kenrick, R.N.R.
PORE, PENANG, COLOMBO, and PORT SAID			

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 23rd September, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 1st Oct., 4 P.M.
HOKHOU and HAIFKONG	"CHIHLI"	On 3rd Oct., 8 P.M.
CHEFOO and NEWCHWANG	"NANCHANG"	On 3rd Oct., 8 P.M.
SWATOW and SHANGHAI	"KUIKIANG"	On 3rd Oct., 8 P.M.
SWATOW and SHANGHAI	"HUNAN"	On 7th Oct., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 10th Oct., 4 P.M.
MANILA, SAMBOANGA, PORT DARWIN, THIERS ISLAND, COOK TOWN, CAIENS, TOWNVILLE, RIBBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 11th Oct., 4 P.M.
SWATOW and SHANGHAI	"YOCHOW"	On 16th Oct., 4 P.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 21st Oct., 4 P.M.
The station of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.		
Hongkong, 1st October, 1907.		

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Sailing 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPEROR OF INDIA" 6,000 " THURSDAY, 24th Oct. ... 11th Nov.  
"MONTEAGLE" 6,163 " WEDNESDAY, 30th Nov. ... 30th Nov.  
"EMPEROR OF JAPAN" 6,000 " TUESDAY, 21st Nov. ... 9th Dec.  
"EMPEROR OF CHINA" 6,000 " THURSDAY, 19th Dec. ... 8th Jan.  
"EMPEROR OF INDIA" 6,000 " THURSDAY, 16th Jan. ... 3rd Feb.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York 21st, 10th, 2nd Class on Steamers ..... 240, 2nd Class Railways ..... 242.

First Class rates include cost of Meal and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, offering superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

61

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW	"FUKUSHU MARU"	WED'DAY, 2nd Oct.
AND AMOY	Capt. T. Ito	at Daylight
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 6th Oct.
AND AMOY	Capt. H. S. Smith	at 9 A.M.
THE CHARTERED STEAMER FOOCHOW VIA SWATOW	"FRITHJOE"	THURSDAY, 3rd Oct.
AND AMOY	Capt. O. Anderson	at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 1st October, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL LINES.

VOR STEAMERS

KUDAT and SANDAKAN

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

YOKOHAMA and KOBE

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

SABANG BAY  
COALING STATION,  
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALC BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repair.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,

TOEK BUILDINGS. 12200

Hongkong, 1st December, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPOSED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIBODAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIKINI	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.
TJIPANAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Hongkong, 27th September, 1907.

## PASSENGER SEASON 1908.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

	TONS REG.	
"BUELOW"	8,000	ON MARCH 11TH.
Capt. FORMES.		
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
Capt. von BIRZEL.		
"PRINZESS ALICE"	10,911	ON APRIL 8TH.
Capt. POLACK.		

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to

MELCHERS & CO.

General Agents.

Hongkong, 19th August, 1907.

1365

NOTICES TO CONSIGNEES  
NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be made.

Optional Cargo will be forwarded unless notice to the contrary be given before Tuesday, the 24th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 9.30 A.M.

All Claims must reach us before the 5th October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO., Agents.

Hongkong, 24th September, 1907.

5

## "INDRA" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL

THE Company's Steamship

"INDRA."

## POST OFFICE NOTICE

CHRISTMAS AND NEW YEAR PARCEL MAIL, HOMEWARD.

Parcels for the United Kingdom—via GIBRALTAR—posted up to 5 p.m. on Friday, the 15th November, and due in London on the 21st of December.

With an additional fee of 60 cents, parcels may be forwarded via BRINDISI and if posted before 5 p.m. on the 16th November, would accompany the letter mail, due in London on the 16th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 4th January, 1908, unless they are posted to be forwarded overland via BRINDISI in which case an additional fee of 60 cents must be paid; such parcels are due in London about the 3rd December.

The rates of postage on ordinary parcels are as follows:

For a parcel not exceeding 3 lbs. in weight	60 cents.
" " 11 lbs.	\$1.20
" " 11 lbs.	\$1.80

Under no circumstances will parcel weighing over 11 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

On and from the 20th October, the British Post Office, at Tientsin will be closed.

The *Delhi*, with the English mail of the 6th September, left Singapore on Saturday, the 18th—19th, at 8 a.m., and may be expected here on or about Thursday, the 3rd instant at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 6th August, and the parcel mail closed in London on the 28th August, and for despatch overland on the 4th Sept.

FOR

PER

DATE

NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

Kobe

Swatow, Amoy and Foochow

EUROPE &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Yokohama, Kobe and Manila

Macao

Sandakan

New Castle

Maul

Swatow, Amoy and Anping

Singapore, Penang and Colombo

Nagasaki, Kobe and Yokohama

Singapore, Penang and Calcutta

Durbat

Macao

Samarang and Sourabaya

Betawa, Cheribon, Samarang, Soerabaya and Macassar

Hoilem and Haiphong

Chaffoo and Newchwang

Swatow, Amoy and Foochow

Macao

Swatow and Shanghai

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth

Macao

Manila

EUROPE &amp;c., Ind. via Tuticorin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday, 4th October, at 5 p.m.

Macao

Ningpo and Shanghai

Swatow, Amoy and Tamsui

Swatow and Shanghai

Kuikiang

Yucata Manu

Friday, 4th, 11.00 A.M.

Sui Tai

Yuenstung

Zafiro

Delta

Saturday, 5th, 11.00 A.M.

Printed Matter and Samples

10.00 A.M.

Registration, 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

10.00 A.M.

No late fee.

Letters, 11.00 A.M.

Tuesday, 1st, NOON.

Tuesday, 1st, 11.5 P.M.

Tuesday, 1st, 2.00 P.M.

Tuesday, 1st, 3.00 P.M.

Tuesday, 1st, 3.00 P.M.

Tuesday, 1st, 5.00 P.M.

Tuesday, 1st, 5.00 P.M.

Wednesday, 2nd, 11.00 A.M.

JUBILEE OF THE  
"HONGKONG DAILY PRESS."

1857-1907.

The *Daily Press* to-day attains its Jubilee, and by way of marking the interesting occasion we take pleasure in presenting to each subscriber a fac-simile copy of the first number of the paper, dated October 1st 1857. The *Daily Press* was the first daily newspaper published in China, and we believe we are entitled to claim for the *Chung Ngol San Po* (Chinese: *Daily Press*) the distinction of being the pioneer Chinese newspaper. It commenced publication on November 1st, 1857, and will therefore attain its jubilee a month hence. The Chinese paper was first published only three times a week, but the support given to the venture was so encouraging that in due course of time it was issued daily.

Yet another *Daily Press* publication is entitled to mention in this connection—the mail edition of the *Daily Press*. In the form in which it was first published it was a bi-monthly summary of intelligence “whether political, commercial, shipping, or general, comprising: all market information and prices current from all the ports of China and Japan and also from Manilla.” It was known as the *China Overland Trade Report*, a title which at once suggests its age, the word “Overland” carrying our reflections back to the days prior to the opening of the Suez Canal. Before 1869 the mail to Europe had either to be taken by sea all the way round the Cape of Good Hope, or by sea to Suez thence overland to Alexandria, where there was steamship connection with the principal ports of Europe. The latter was of course the quickest route, and the object of incorporating the word “Overland” in the title was doubtless to emphasise the fact that the “Summary” was published for dispatch by the quickest route. When submarine cables brought the uttermost part of the earth into rapid communication with each other, and when the fast steamship began to supersede the sailing ship and regular communication with the various parts of the world came to be established, trade conditions began to wear another aspect. Fortunately trade reports and prices current ceased to have the same value, when by submarine cable the price of the hour was obtainable, and in course of time when a Weekly Mail service to Europe was established the mail edition of the *Daily Press* and the *China Overland Trade Report* were merged into one publication under the present title of *Hongkong Weekly Press* and *China Overland Trade Report*.

Though the annual *Chronicle* and *Directory* published at the *Daily Press* Office cannot be associated in the celebration with the trio of publications already mentioned, it is near enough to fifty years of age to justify mention in this connection. Glancing at the bookshelves and noting how the volume has expanded year by year since 1863 from a thin book of 200 pages to a portly tome of nearly 2,000 pages one may form on the instant some idea of the marvellous growth of foreign intercourse with China and other parts of Asia during the past half century.

**THE HISTORY OF PRINTING IN CHINA.**  
Our concern to-day, however, is with the *Daily Press*, and inasmuch as the art of printing is reputed to be a Chinese invention and China, moreover, has the distinction of possessing in the *Peking Gazette* a publication often alluded to as the oldest newspaper in the world, it may not be uninteresting to many readers if we preface our remarks on the birth of the *Daily Press* by a brief allusion to the history of printing in China, and follow it up with some reference to the publication of the earliest foreign newspapers.

The art of printing began to be practiced in China in the tenth century, A.D., about five hundred years before it was known in Europe. The method first adopted was to engrave the characters on stone, so that when the impressions were taken the letters were white while the surrounding surface of the paper was black. This method was superseded by the invention of wooden blocks. The copy, written on very thin paper, was pasted on plain blocks of wood or wax. All the blank parts were neatly cut away, and as the letters were left raised on the surface they were an exact representation of the manuscript. This method was an entire reversal of the old method, the letters now being printed black on a white surface. There were no presses in China such as came into use in Europe. The Chinese printer worked with two brushes fastened on both ends of a stick. With one brush he inked the block, and after he had laid the paper on the block he took the impression by passing the other brush over the paper. This system, continued down to the middle of the nineteenth century when Chinese moveable metal types were first made by a firm of English type founders. We may see the old system still in use, for printing those scarlet visiting cards (or papers) used by the Chinese on ceremonial occasions.

The interesting fact should be mentioned that long before the invention of printing the Chinese had “a vast number of books.” Chien-kuang-ti, a title signifying First Emperor, who reigned about two hundred years before the Christian era, and whose name is imp erishably associated with the building of the Great Wall of Peking, achieved infamy by ordering that all books and writings of every description should be collected and burned by the magistrates in each district throughout the Empire. So strictly was this decree carried out, that many literary men were put to death for being detected in an attempt to save valuable records. The tyrant, whose mischievous ambition had tempted him to commit this act of madness, did not entirely succeed in his object however, for several copies of the work of Confucius and other eminent authors were successfully hidden and preserved until the times had changed. These were, of course Manu, script Books. Before the invention of printing

a vast number of men must have been employed in China copying books, and even the invention of printing by means of wooden blocks did not apparently greatly diminish the number. Down to within fifty years ago the *Peking Gazette* was known to the majority of its readers only as a daily manuscript. Though the *Gazette* is spoken of as the oldest newspaper in the world, it is a newspaper only in a very limited sense. It is simply the official medium of communicating the decrees of the Court at Peking, and until Chinese moveable metal type came into use, about sixty years ago, the *Gazette* was known to the majority of its readers only as a daily manuscript. Very few impressions were taken in Peking from the old wooden or waxen blocks, and these copies were distributed by imperial couriers to the head officials in the provincial capitals. From the few copies that reached Canton, or any other provincial capital, many more were transcribed and the news circulated in various forms according to the wishes of those who sought it. In their best style the *Gazette* in the provinces formed a daily manuscript in small octavo of about forty pages, but in an inferior style they appeared only once in two days, and then did not contain more than fifteen or twenty pages.

It is remarkable that while almanacs, calendar and Provincial Court circulars, as well as the *Peking Gazette*, had been in universal use among the Chinese for centuries, there is no recorded evidence of any attempt to publish a newspaper for the expression of public sentiment or opinion, or to furnish information enlarging the sphere of knowledge, until within the last half-century when, as we have already mentioned, a beginning was made by the publication of the Chinese *Daily Press*.

THE EARLIEST EUROPEAN NEWSPAPERS  
IN CHINA.

The earliest European newspapers issued in this part of the world were founded by Portuguese residents at Macao. In 1822 Macao possessed a weekly newspaper called *A Abelha da China*, and in 1824 another, the *Gazette de Macao*, made its appearance. How many newspapers Macao may have had before these were published we have not the means of ascertaining, but it is not improbable, considering what an important centre of international commerce Macao was in the early part of the Nineteenth Century, that a newspaper was published there before 1822. It can certainly be said that since that date many have had their day in the Colony and ceased to be, and to-day the Colony does not possess even one.

The first English newspaper published in China was the *Canton Register* which made its appearance in 1827; and it is interesting to recall the fact that it owed its foundation largely to the interest taken in the enterprise by Messrs. James and Alexander Matheson, at that time connected with the firm of Magniac & Co., from whose ashes arose the Phoenix-like form of the princely house of Messrs. Jardine Matheson & Co. Mr. James Matheson, who is represented in the bibliography of the East by a book entitled “British Trade in China” is reported to have been the first editor of the paper, though a frequent contributor to the paper in its infancy has in a book entitled “The Faukwei in China” cast considerable doubt on the statement and says he only knew as editor Mr. Wood, “son of the great tragedian” who combined with the editorial work the technicalities of composition. However that may be, the fact is not disputed that the small hand-press on which the paper was printed was lent for the purpose by Mr. Alexander Matheson. This hand-press, by the way, was the second English press to be introduced into China. The first was introduced by the Honorable East India Company in 1814, and they brought out a printer to Canton at the same time. On this press was printed Morrison’s dictionary of the Chinese language, his “Vocabulary of the Canton dialect” and his “Views of China.” The press on which the *Canton Register* was printed was brought out from England in 1825. A writer in 1833 remarked that there were then only five English presses in China—two in Macao and three in Canton—but as the first two presses, according to this authority arrived in 1814 and 1825 and both were at Canton, it is to be assumed that the Macao newspapers which were issued in 1822 and 1824 were printed by methods allied to the Chinese. The *Canton Register* was published weekly for upwards of twenty years. A valuable contributor to the paper up to the time of his lamented death was Robert Morrison, the pioneer Protestant missionary and ethnologist, the centenary of whose arrival in being celebrated this year, and whose valuable labours it is hoped to be commemorated by a canopy at Canton. The *Register* ran without a rival—the *Chinese Repository* scarcely comes in that category—for about three years, when the third press arrived in Canton and the *Canton Courier* made its appearance. It died a premature death, but the spirit of opposition survived and in 1833 appeared the *Canton Press*. We ought not, however, to pass over the *Chinese Repository* without a little further reference. It was a monthly publication and a very valuable one in its day. For twenty years it constituted a rich storehouse of information with regard to the history, geography, government and social life and customs not only of China, but of the Asiatic countries generally.

The *Canton Press* followed the *Courier* to the limbo of unsuccessful enterprises, and thereafter came *The Friend of China*. Its publishing office was on “the 3rd site east of the Factory Creek” at Canton, but, upon the occasion of Hongkong to the British the *Friend of China* followed the bulk of its readers to the new Colony and continued its weekly publication here. In 1847 the weekly *China Mail* entered into rivalry with it as well as with the *Canton Register* and the *Hongkong Register*. The *Friend* has long since departed and neither of the work of Confucius and other eminent authors were successfully hidden and preserved until the times had changed. These were, of course Manu, script Books. Before the invention of printing

the *Registers* we believed lived long enough the record its demise.

**THE BIRTH OF THE “DAILY PRESS.”**  
By 1857 the Colony and its trade were developing at such a rate that the necessity for at least the usefulness of a daily newspaper began to be apparent; and October 1st of that year saw the starting of the *Daily Press*, which, as we have already mentioned, enjoys the distinction of being the first, and therefore the oldest, daily newspaper published in the East. Posta dwelt in the land in those days, and it is interesting to recall now the following modest little epigram which appeared in the first issue of the paper:—

Go *Daily Press* from this our solitude:

We cast thee on the waters: go thy ways; And I, as we believe, thy vain be good.

The world shall find thee after many days. To-day the world finds the *Daily Press* justifying the prophecy by celebrating its jubilee and doubting not that the world will still be able to find it “when a hundred years are gone.”

Notwithstanding the evidences of growing prosperity in the colony in 1857, it will be seen from extracts printed in another column of today’s issue that men were writing bitterly about the “pestiferous island of Hongkong” this “charnel house for troops and traders,” and demanding its abandonment in favour of some more salubrious locality where the prospects of commercial development were considered brighter. Possibly the founder of the *Daily Press* was content to think that if the community were to move in a body to China or any other more favoured spot, as they had moved from Canton, the *Daily Press* could move with it, and for that reason perhaps did not include the word Hongkong in the title. The name of the Colony was included in the title some years later when people had ceased to advocate abandonment and had begun to recognise what British energy and enterprise were already making of a position found to be so admirably situated from the commercial as well as the strategical point of view.

We smile to-day at the size of the little sheet which represents the first daily newspaper published in the East, but those unacquainted with the history of the newspaper press will be a little amazed to know that the pioneer London daily newspaper was of even smaller dimensions—very much smaller in fact, for it consisted of a single sheet of the size of half a sheet of foolscap with print on one side only, the other side being “a blank left for the convenience of sending it by post.” But the London *Daily Courant* made its debut one hundred and fifty years before the *Hongkong Daily Press*. There is, however, a curious resemblance between the first numbers of the two papers by reason of the fact that London in the early days of the Eighteenth Century was, as regards its communication with the world beyond, much in the same state of isolation as Hongkong was in 1857. The first London daily announced that it would (as its title showed) be published daily “being designed to give all material news as soon as every post arrives; and is confid’ to half the compass to save the publick at least half the impertinences of the ordinary newspaper.” Those who peruse the introductory article in the fac-simile of the first number of the *Daily Press* will note a similar declaration, except that the “impertinences of the ordinary newspapers” are implied rather than bluntly expressed. “Creative propensities,” says the editorial, “we shall avoid; remedial suggestions eschew, and local abuses submit to . . . We shall simply search for news, sift for intelligence, dig for facts etc.” The temptation to rebel against local abuses, real and imaginary, and to suggest remedies proved, however, far too strong, and before it had been in existence a month, we find the *Daily Press* doing all that it had sworn not to do.

The price of the paper, it will be noticed, was fixed at \$22 per month, but the dollar then was worth 4s. 1d. At the present rate of exchange the charge of \$8 a month made for the *Daily Press* to-day is just one half the price in sterling at which it sold when it was first started. Many factors have of course contributed to this result, the chief being the growth in circulation and the increasing volume of advertising business as the Colony and neighbouring foreign settlements developed. In touching on this question of exchange we are reminded of the intimation at the bottom of column 2 on the front page of the first issue, viz. that “our quotations commencing from date will be given in a subsequent issue,” and as the exchange and freight quotations of those “good old times” will possess an interest all their own to readers to-day we need make no excuse for reproducing them:—

EXCHANGE AND BUREAU MARKET.  
Blank and first class Paper on London at six months’ sight, 4s. 1d.  
Private Bills at six months sight, 5.  
Official Bills at three days sight, 5.  
Banker’s Bills at three days sight, 5.  
Banker’s accepted on Calcutta 22s. on Bombay 22s.  
Sovereigns, 4s. 2d.  
Gold, per mhd., \$21.25.  
California, \$19 and \$19.50.  
Gold Leaf 100, touch, 23.65 and \$22.30.  
TO NATION MARKET.  
ENGLAND—\$24.4d. for 1st; 25.5d. for Silk.  
New York—\$12.50 per ton of 40 feet.  
AUSTRALIA—\$21.10a. per ton of 40 feet or 20 cwt.  
Emigrants 33.5d. per ton.  
SAN FRANCISCO—\$9 and \$10 per ton of 40 feet or 12 piculs.  
EMIGRANTS—\$24 to \$35 per ton of 40 feet or 12 piculs.  
HAWAII—From Swatow or Macao, \$65 and \$70 for each coolie landed.  
SIAM AND BAGGAGE TO HONGKONG OR MACAO—75  
Emigrants per ton for Rice, \$4 to Great Britain.  
Shawls—\$3.50 per picul for Sugar, Rice and Copper Cash; \$5 and \$6 per ton of 40 feet for measurement goods.

OPUM.  
At Hongkong At Macao.  
New Patai . . . . . \$800 \$785 and \$790  
Old Do . . . . . \$725  
Borneo . . . . . \$700 \$775 and \$790  
Malwa . . . . . \$900 \$940

FIFTY YEARS OF PROGRESS.  
The progress made in the last fifty years is strikingly illustrated by a comparison of the list of Shipping in Hongkong Harbour on October 1st, 1857 with the Shipping in port to-day. The first number of the *Daily Press*

contains a list of over one hundred and twenty ships then lying in the harbour, but not twenty of them had a capacity exceeding 1000 tons and the largest of them was a P. & O. steamer of 1250 tons. Steamers in those days were as rarely to be seen at the barque as to-day. In that list of over one hundred and twenty ships there are only five steamships, and of these three belonged to the P. & O. Company. There is a large canvas in the Hongkong Museum, painted by the late Mr. Baptist, a pupil of Channing, which gives an interesting view of Hongkong Harbour in the days of the famous clipper ships.

## THE OLD HORSES.

Looking down the list of “outrages” we may note how few of the famous old horses still survive. They may now be counted on the fingers of one hand. We notice the P. & O. Company, Messrs. Jardine Matheson & Co., Siemson & Co., D. Saussan & Co., and we may also add D. Lyle (now Douglas), L. Pratt & Co., Gibb, Livingston & Co., were also in existence, but the firm’s name does not appear among the outrages in the list to which we are referring. Besides these there are one or two firms, who though no longer established in Hongkong still flourish in other parts of China—Messrs. “Ho” lidy, Wiss & Co. for example—but the great majority have had their day and ceased to be. Of the famous old American firm of Russell & Co. so frequently mentioned in the list Messrs. hewitt Thomas & Co. are successors; the old firm of Turner & Co. ceased only a few years ago, the business being taken over by Messrs. Gibb, Livingston & Co.; and the firm of Pustan & Co. continued in business in Canton until quite recently. The firm name of Dent & Co. is still to be seen in the list of firms at Macao and Shanghai.

The advertisements in the first number of the *Daily Press* are no less interesting than the other features of the paper. The advertisements of Messrs. Wm. Pustan & Co., Agents of the Austrian Lloyd Steam Navigation indicate the communications then existing with Europe. There was no Suez Canal, passengers and their baggage were transported overland from Suez to Alexandria. Between Trieste and Alexandria the Austrian Lloyd ran steamers “corresponding with the monthly and bi-monthly mails from India.” The Directors of the Austrian Lloyd Co. also undertook to forward “per submarine to London” or any

other part of the Continent, telegraphic messages sent to them from China. A little further on in the first volume of the *Daily Press* we find other firm names still identified with the Colony’s trade and commerce. Lane, Crawford & Co., for example, figure very prominently throughout the volume as auctioneers, in which authority took it as a settlement, as productive of guses and malaria as any bad jungle in India. Scarcely a single man in our service, whether European, Indian, Malay, or Macao Portuguese, has passed any time on the island without suffering most severely in health. The Chinese have always regarded the place as fatal to human life, and they will not live there beyond a certain season. The mortality of our troops has been as one in three and a half. The diseases are endemic fevers, diarrhoea, dysentery, and pulmonary complaints. The Sepoys, having less stamina, suffer much more than the English soldiers. Our officers have been a scourge to disease as the common men. Berries were, and we believe, still are, of nightly occurrence. “It is very natural,” says Dr. Gutzlaff, “that depraved, idle, wicked characters from the adjacent main, should flock to the Colony. The islanders themselves, nearly all fishermen, are pirates when the opportunity presents. They are a roving set of beings, floating on the wide face of the ocean with their families, and committing depredations when ever it can be done with impunity. The stone-cutters have been working here for many years before our arrival: the majority of these men are unprincipled, they cannot be considered as domesticated among us, and are in the habit of going and coming according to the state of their trade. The most numerous class who, since our arrival, have fixed themselves on the island, are from Whampoa; many of them are of the very worst character, and are ready to commit any atrocity.” Under the very shadow of the British flag these fellows hold their nocturnal clubs and secret societies. The members of these societies bind themselves to stand by one another, and afford mutual protection. They put on hats to assist them. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pico and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or aiding his pony over or through any obstacle will be disqualified. Entrance fee \$3. First and second prizes presented by the Club. No whips or spurs allowed. Ladies are requested to provide their own needles, and cotton. Post Entries.

4-40 p.m.—LADIES’ NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word “go” mount and ride over a paper “water” jump to their Nominees who will in the meantime have been given hats to trim. Gentlemen will dismount shortly before reaching their nominees. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pico and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or aiding his pony over or through any obstacle will be disqualified. Entrance fee \$3. First and second prizes presented by the Club. No whips or spurs allowed. Ladies are requested to provide their own needles, and cotton. Post Entries.

4-40 p.m.—FIVE FURLONG FLAT RACES.—HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by The Hon. Mr. Kewick. 2nd Prize: \$25. (Entrance fees to go to winner.)

1—Mr. Bruton’s g. Kingston, 155  
2—Do. b. King, 152  
3—Mr. H. B. Dowbiggin’s f. No. Watches, 145  
4—Mr. E. A. Hankey’s b. Off Chance, 143  
5—Mr. E. Kadoorie’s w. Manchurian Chief, 152  
6—Mr. Medico’s b. Niglet, 142  
7—Mr. A. Morley’s g. out-and-down, 149  
8—Mr. Robert’s b. Velocity, 152  
9—Mr. M. W. Slade’s Zapater, 155

3-40 p.m.—ONCE ROUND FLAT RACE.—For China Ponies which have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by The Hon. Mr. Kewick. 2nd Prize: \$25. (Entrance fees to go to winner.)

10—Mr. Robert’s b. Velocity, 149  
11—Mr. Rolson’s b. Minnow, 144  
5-4.30 p.m.—TEN PACE CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, G.B. For China Ponies. Race run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two Gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd Post Entries.

6-50 p.m.—ONE MILE AND A QUARTER FLAT RACE.—HANDICAP.—For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by The Hon. Mr. Kewick. 2nd Prize: \$25. (Entrance fees to go to winner.)

1—Mr. Bruton’s g. Kingston, 155  
2—Mr. C. Paul Chater’s b. Rust, 154  
3—Mr. W. G. Clarke’s b. Lucifer, 146  
4—Mr. Dryasdust’s or. Coxcomb, 168  
5—Do. b. Grey Tick, 152  
6—Mr. E. A. Hankey’s b. Off Chance,

## TO LET

## TO LET

ONE FOUR ROOMED HOUSE at Praya East, near East Point.  
Apply to—  
JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1104

## TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE—  
IN WANCHAI ROAD.  
GODOWN, built of brick with tiled roof, just thoroughly repaired, about 4000 square feet space, covered loring. Suitable for storage of any kind of merchandise.  
Apply to—  
"K."  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 570

## TO LET

A 9 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 18, Macdonnell Road. Apply to—  
Dr. HO KAI, Barrister-at-Law,  
Des Voeux Road,  
Hongkong, 22th September, 1907. 1530

## TO LET

"STONHEVED" 35, Robinson Road.  
No. 52 CAINE ROAD.  
Nos. 27, 28, 31 and 33, SEYMOUR ROAD.  
Apply to—  
SAM WANG CO., LTD.,  
81, Queen's Road Central.  
Hongkong, 22nd July, 1907. 103

## TO LET

A HOUSE in KNOTSFORD TERRACE  
KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT  
MENT & AGENCY CO., LTD.  
Hongkong, 1st October, 1907. 192

## TO LET

HOUSES in AUSTIN AVENUE,  
Kowloon.  
Apply to—  
E. D. SASSOON & CO.,  
Comptore Department  
Hongkong, 22nd August, 1907. 1382

## TO LET

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenealy". Can have the use of a Kitchen, can be rented singly or the whole. GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarter.  
ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices.  
Apply to—  
DAVID SASSOON & CO. LTD.  
Hongkong, 24th May, 1907. 821

## TO LET

LARGE and SPACIOUS GODOWNS  
Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty.  
Apply to—  
HONGKONG LAND INVESTMENT  
& AGENCY CO., LTD.  
Hongkong, 1st October, 1907. 809

## TO LET

SHOPS and FLATS in Des Voeux Road, Central.  
No. 6, CAMERON TERRACE, Kowloon.  
No. 14, SALISBURY AVENUE, Kowloon.  
No. 3, EAST TERRACE, Kowloon.  
Apply to—  
HUMPHREYS ESTATE &  
FINANCE CO., LTD.,  
Hongkong, 15th July, 1907. 1155

## TO LET

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 23 Rooms.  
BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldecott MacGregor).

OFFICES in Queen's Road Central.

BELLIOSIS TERRACE HOUSES, BORISI'S ROAD.

"THE EYRIE" Peak (Furnished) for 3 Months from 1st September, 1907. Cheap Rental.

No. 6, DES-VEUX VILLAS (PEAK).

No. 2, BEACONFIELD ARCADE.

No. 53, ELGIN STREET (Corner House).  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Building.  
Hongkong, 25th September, 1907. 102

## TO LET

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.  
No. 38, CAINE ROAD.  
AUCTION ROOMS, No. 2, Zetland Street.  
Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 26th August, 1907. 94

## TO LET

OFFICES in ALEXANDRA BUILDINGS.  
Apply—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 300

## TO LET

IMMEDIATE POSSESSION.  
NO. 2, HOLLYWOOD ROAD.  
Apply to—  
ARHATOON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET

NO. 2, MACDONNELL ROAD.  
Apply to—  
COMPTORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1907. 197

## TO LET

## TO LET

"BERIL" No. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907.  
Apply to—  
H. M. H. NEMAZEE,  
Hongkong, 29th May, 1907. 952

## TO LET

"HATHERLEIGH", CONDUIT ROAD, NO. 1, RIPPON TERRACE, BONHAM ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

## TO LET

FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st October, 1907. 1160

## TO LET

IMMEDIATE POSSESSION.  
GODOWNS Nos. 95, 96, 97 and 100, PRAYA EAST.  
Apply to—  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, 20th June, 1907. 1083

## TO BE LET

A S from the 1st August next, No. 5, MORRISON HILL.  
Apply to—  
MESSRS. JARDINE, MATHESON & CO., LTD.  
2 & 4, KENEDY ROAD.  
Hongkong, 1st July, 1907. 1151

## BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE  
MRS. G. LILLIAN PEERS  
"CLAREMONT,"  
2 & 4, KENEDY ROAD.  
Hongkong, 9th February, 1907. 1530

FIRST-CLASS BOARD & RESIDENCE  
AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts. Good Dining and Reception Room, Large airy and well-furnished Bedrooms; every home comfort. Fine View of the Harbour. Terms moderate.  
Apply to—  
Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road.  
(late of "Tang Yum").  
Hongkong, 27th June, 1905.

## HONGKONG BUSINESS DIRECTORY

BOOKBINDING.  
DAILY PRESS' OFFICE.  
The only office in China having European taught workmen equal to Home work.

## IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Store-keepers and Commission Agents.  
35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Crayon Engravings and also colouring Photos and relief Photos Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

Good Panorama Views of Hongkong, recently taken, on sale.

## TYPEWRITERS.

J. C. dos REMEDIOS & CO., 19, Queen's Road Central, (First Floor) Apts. 19, ROYAL BAR LOCK TYPEWRITER CO., Machines Ribbons, etc., always in stock.

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 1444

## S I E N T I N G.

SURGEON DENTIST  
NO. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1907. 1549

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. W. PARLANE, Manager.  
Hongkong, 18th November, 1901. 47

## NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG of 36, 47 and 57.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. 1771

## ON SALE.

## THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAIT SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BOHEMIA, &c.

WITH HIGH AGE ENGRAVINGS  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
FOR  
1907.

THE FORTY-FIFTH ANNUAL ISSUE

1907.